

THE WASATCH JUNCTION

NEWSLETTER OF THE GOLDEN SPIKE CHAPTER

Railway & Locomotive Historical Society

2018

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**Next Two Meetings: July 21, 2018 at 12 noon, Two Bit Cafe, 25th street
August 16, 2018 at 12 noon, Two Bit Cafe, 25th street**

Meeting Notes for June 16, 2019

Meeting was held in the shop prior to lunch.

223 Report: The USRMA meeting was quite positive for a change. Nikki Lovell and Leslie Herold, Nikki's daughter, are both doing grant research and writing. They visited the shop on Saturday the 16th to get familiar with our 223 project and our needs. Next year, the 150th Anniversary of the Golden Spike will be an opportunity to showcase our project with enhanced displays and hopefully a painted tender.

We need to get quotes for 223 boiler work in order to have grants written. There are 4 places we have in mind.

A team of 223 crew members are planning for the painting of the tender and hope to have it completed by the end of August. It must be done this season in order to have something to show next May when thousands will be at the station.

John Barrett is working on removing the remaining catwalks from the boiler.

The new tender springs will be installed soon. Four metal retainer plates are being fashioned.

Visit Ogden is heading up a 150th anniversary committee which met June 5th. Members represent Ogden City govt., UTA, Weber State, Ogden Union Station and Steve Jones and Lee Witten represent the R&LHS. Lee is also acting as liai-

son with the other railroad historical groups who will be meeting here next May.

Steve Jones and Lee Witten had a phone conference with Bob Holzweiss and John Atherton of the national R&LHS to discuss plans for our upcoming convention which will be May 8th to the 12th. Activities will occur May 8th through the 11th. The 12th is hotel check out and return home. More information on the activities will be forthcoming as plans firm up. Its going to be a full schedule and should be very exciting for history and railroad buffs.



FATHER AND SON JOIN THE 223 RESTORATION CREW



TOM PERRY

Tom started learning about trains at five years old. He had the insight to write to railroads, like the Baltimore and Ohio (B&O) for free literature. As he built his library, he got his dad to buy a sheet of plywood and then started his first H.O. gauge set up with trees, a tunnel and buildings to fill out a village. Latter he took his first train trip out of Denison, Ohio where he validated his interest in both little and big trains. Tom learned his mechanical talents from his father which he then passed on to his son, Joshua. Joshua is a volunteer on the #223 and brought his dad to the shop to also volunteer. Tom is a certified machinist and has helped the cause

by creating parts for the #223 on our old lathes. Tom is a collector of antique motorcycles, a rider and mechanic. He and Joshua once rode from San Diego to Cabo San Lucas, Baha, California proving they knew a thing or two. Tom smiles when talking about this near mystical trip where speeding along the Mexican beaches through the water's edge almost brought tears to his eyes.

Tom loves the "vibes" of the shop. He says that there is just something about the bricks of the old Union Station, the work benches, the lathes, the smells and the tools necessary to tear down the #223. He looks forward to the "fun" of putting a steam engine back together.



JOSHUA PERRY

"I've always had a fondness for old stuff. One day I poked my head into the steam shop and found the answer to my free time: a really old authentic narrow gauge steam engine. It was time to get my hands dirty." Joshua's great grandad used to keep the idling steam engines in the Pittsburg, Penn. yard ready to roll in the 1890s so steam is in Joshua's blood. Joshua started small when he was a kid with running Lionel model railroad setups. When he was four years old he became fascinated with the engineering capabilities of lumber company "Shay" steam engines and how they were specifically designed for the rigors of hauling trees out of the forest. He recognized that, like his father, he had a knack for mechanics.

Currently, Joshua is a Senior Airman in the U.S. Air Force and the Air Force has recognized his talents by assigning him to a "Expeditionary Mechanics" team. This assignment takes him overseas to solve problems. Joshua is building a personal library on engineering, steam, railroads and his

other hobby; rebuilding old outboard motors that spent their lives in Mexico. In addition, Joshua is studying aeronautical engineering leading to a college degree.

We are lucky he poked his head into the shop that Saturday morning because he has proved that he learns fast and is willing to jump in on any problem popping up in the shop.

223 Tender Truck Springs Replaced



Several crew members worked together and removed the old springs then replaced them with new ones. Joshua Perry took the lead and being young and agile, crawled underneath the trucks and pulled out the old springs. But first, he inspected and took some photos so we could all see what the situation was. The springs, 4 of them on each side of the truck, are nested in a cast metal 4 cup seating. Above the springs were several wooden shims upon which the truck bolster rests.

It was determined that if the tender was jacked up enough to relax the pressure on the bolster, the springs could easily be slid out. We used a couple of our rail car jacks and Perry was able to pull each spring out.

The crew decided that they would make an improvement on the design. Instead of putting wooden shims on top of the springs, a flat metal plate would be placed between the springs and the bolster.

Volunteer Mitchell Harvey, a student at Ogden's ATC, fashioned these plates which included a length of L iron

welded on one side that would serve to hold the assembly in place.

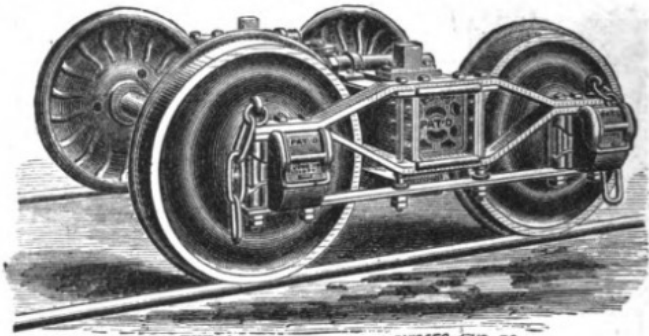
Perry did his crawling act once again and put the new spring assemblies in the trucks. Job done!

Below: Joshua Perry with the car jack, Tom Perry assisting, the springs and metal seating.





Mitchell Harvey with the 4 metal plates



WE NEED MONEY AND LOTS OF IT

The 223 restoration project is at a crossroads. We are doing what we can with what we have but there are some major items that will require thousands of dollars. The wheels need refurbishing, the frame needs to be sandblasted, and the boiler must be dealt with...keep the original and restore or build a new one. This will be the most expensive part of the project.

We have some help in terms of finding money. Nikki Lovell and her daughter Leslie Harold are both grant writers. Leslie will be working directly with our chapter and Nikki

will be working with the USRMA. Since next year is the 150th anniversary of the Golden Spike, there will be a lot of interest in all things railroad. Hopefully we can tap into some of this enthusiasm and find money for the 223.



Above, chapter member Joshua Bernard, Leslie Harold, Steve Jones and Nikki Lovell. They are discussing a display project for the 150th celebration at the Union Station. Its anticipated there will be thousands of people at the station mainly due to the Union Pacific bringing Big Boy 4014 and the 844 to Ogden.

Union Pacific has released a schedule of events that they will be conducting for the 150th Golden Spike Anniversary. Click on this link: <https://www.up.com/about-up/community/great-race/index.htm>

Letterboxing at the Eccles Rail Center by Shaun Nelson

On Saturday, July 7th, I was doing my normal inspection of the trains at the Eccles Rail Center when I found something on the ground that caught my eye. It was a small plastic box that contains some curious items. I picked it up and quickly concluded that it didn't belong on the ground next to the UP 2002 Winter Olympic Car. I took the box home and began to investigate the contents: a rubber stamp of the Statue of Liberty and a notebook. The inside lid of the

box contained a note that explained that this was a letterbox. What is a letterbox, or letterboxing? Here's an explanation from Wikipedia:

Letterboxing is an outdoor hobby that combines elements of orienteering, art, and puzzle solving. Letterboxers hide small, weatherproof boxes in publicly accessible places (like parks) and distribute clues to finding the box in printed catalogs, on one of several web sites, or by word of mouth. Individual letterboxes contain a notebook and a rubber stamp, preferably hand carved or custom made. Finders make an imprint of the letterbox's stamp in their personal notebook, and leave an impression of their personal signature stamp on the letterbox's "visitors' book" or "logbook" — as proof of having found the box and letting other letterboxers know who has visited. Many letterboxers keep careful track of their "find count".

Letterboxing is a lot like Geocaching, with the exception that letterboxers often carve their stamps by hand, adding an artistic element to the adventure. Determined to find out more about this letterbox, I followed the instructions included on the box and created an account on [Atlasquest.com](https://atlasquest.com). After logging in, I was able to enter the box number in a search engine and found the clues associated with this specific letterbox. The box had been hidden under the 2002 Winter Olympic Car on the 125th anniversary of the dedication of the Statue of Liberty. The box had been placed by a user with the trailname (a letterboxer's alias) Oberon_Kenobi, who planted the box on October 28, 2011. According to the log in the box, the last time the box had been found and stamped was in 2014. Interesting, this letterbox was listed on the Atlas Quest website as retired, meaning that it had gone missing and Oberon_Kenobi was not able to locate it. Using the Atlas Quest site, I emailed Oberon_Kenobi and let him know that I had found his letterbox. He was excited to hear that someone had found it and determined that it was so well hidden the last time he tried to locate it, that it had simply gone missing.

I arranged to meet Oberon_Kenobi on Saturday, July 14th at the Union Station to give him the letterbox. He was happy to receive it, and he's already made plans to re-plant the box in the Eccles Rail Center in the near future and remove it from retirement status so future letterboxers will hunt for it. I also made my own discovery about letterboxing. We have more than 1 hidden at the Union Station, there are several! There are multiple boxes that are hidden around Ogden, some in very public places, and some in remote areas. Oberon_Kenobi showed me the stamps from letterboxes, not only from Ogden, but from all over Utah, including some letterboxing conventions. The artwork on many of the stamps created by letterboxers is very detailed and ornate. Overall, a fascinating hobby to say the least.

In talking with Oberon_Kenobi, he's interested in making a new letterbox for the 150th Anniversary of the Union and Central Pacific and the arrival of the railroad in

Ogden. This new letterbox would likely be hidden in the Eccles Rail Center. To learn more about this, I encourage you to create an account on atlasquest.com and watch for the clues.

